



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



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COMMISSIONER

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March 8, 2011

Mr. Patrick Bauer
Acting Division Administrator
Federal Highway Administration
19 Chenell Drive, Suite One
Concord, N.H. 03301

Dear Mr. Bauer:

I am writing to present the Department's course of action for meeting the Transportation Demand Management (TDM) and Transportation Systems Management (TSM) requirements contained in the Supplemental Record of Decision for the rebuilding of I-93 from Salem to Manchester.

As you are aware, the Department is rebuilding approximately 20 miles of I-93 that may ultimately result in an 8-lane highway (4-lanes in each direction). Because of water degradation of several streams in the area of I-93, and restrictions related to the federal Clean Water Act, the Department is rebuilding the highway to contain 6-lanes (3 in each direction) within an 8-lane footprint. The fourth lanes will be paved and made usable in the future when the regional chloride (road salt) use is in keeping with environmental requirements and traffic demand warrants additional highway capacity.

During this incremental implementation of the project, the Department will continue to monitor traffic volumes and utilize TDM and TSM techniques and initiatives to manage traffic demand and extend the condition and capacity of the facility. The Department has thus far constructed three park-and-ride/bus service facilities within the corridor (at Exit 2, Exit 4 and Exit 5) and facilitated the establishment of commuter, intercity bus service along I-93 connecting Concord, Manchester, Londonderry, Derry, Salem, and Boston. In addition, the layout of I-93 has included space in the median for the possibility of some type of future transportation service as well as bridge openings for rail service along the Manchester & Lawrence Railroad corridor. Additional space has also been acquired adjacent to the recently completed Exit 5 park & ride/bus service facility. This additional space will allow future expansion of the facility, which is accessible to the M&L corridor as well. Also, through the development of the I-93 project, a comprehensive incident management plan has been developed and deployment of Intelligent Transportation Systems (ITS) is being implemented to better manage traffic in the corridor.

In an effort to continue the Department's furtherance of multimodal travel in New Hampshire, and in particular within the southern tier served by I-93 and the F.E. Everett Turnpike, the Department will pursue the following initiatives over the course of the incremental implementation of the project:

1. Establishing an inter-agency task force to manage transportation demand on I-93 and develop measures for a more economically and environmentally sustainable transportation system. The task force shall include representation from the Department of Transportation, the Office of Energy and Planning, the Department of Environmental Services, the Department of Resources and Economic Development, the NH Housing Finance Authority, the NH Rail Transit Authority, the NH Climate Collaborative, the Rockingham Planning

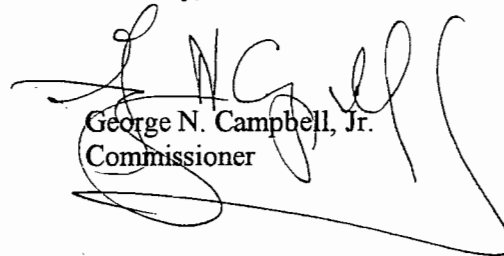
Commission, the Southern NH Planning Commission, and the Nashua Planning Commission.

The goals of the task force, by which progress and effectiveness will be gauged, will include enhancing multi-modalism in the I-93 corridor and the southern tier of New Hampshire; reducing greenhouse gas emissions; and advancing the NH Climate Action Plan's goals and strategies relating to the reduction of vehicle miles traveled.

2. Working with the task force to develop TDM and TSM strategies, create a schedule of initiatives, locate funding sources, propose legislation, and promote multi-modal alternatives.
3. Utilizing technology (including continuous recorders to be installed on each highway segment during the construction of the three lanes) to provide data for assessing traffic volumes, congestion, and the effectiveness of the Task Force's TSM and TSM initiatives, and to improve communication between the traveler, travel conditions, modal schedules etc, making the management of the system timely and effective.
4. Continuing to pursue a fully integrated transportation system that includes rail service and enhanced bus service, within which the various modes complement and inform each other to the benefit of the traveling public and the movement of goods.
5. Continuing to work with the Commonwealth of Massachusetts, as Massachusetts constructs improvements to its portion of I-93 and coordinates with New Hampshire to implement rail and transit service improvements, including but not limited to, the Bi-state Transit Investment Study.

In closing, this implementation plan is our approach for addressing intermodal objectives as outlined in the Supplemental Record of Decision for the Salem to Manchester I-93 project. The Department hopes to enlist the support of the Federal Highway Administration and the Federal Transit Administration as important resources in this endeavor. We expect to get underway early this summer, and look forward to your assistance.

Sincerely,



George N. Campbell, Jr.
Commissioner

cc: The Honorable John H. Lynch, Governor
Jeff Brillhart
Mike Pillsbury
Bill Cass
Pete Stamnas
Kit Morgan

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